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IN THE CLAIMS

Please cancel claims 1-10 and add the attached new claims 11-20.

REMARKS

Prior to a formal examination of the above-identified application, acceptance of the new claims and the enclosed substitute specification (under 37 CFR 1.125) is respectfully requested. It is believed that the substitute specification and the new claims will facilitate processing of the application in accordance with M.P.E.P. 608.01(q). The substitute specification and the new claims are in compliance with 37 CFR 1.52 (a and b) and, while making no substantive changes, are submitted to conform this case to the formal requirements and long-established formal standards of U.S. Patent Office practice, and to provide improved idiom and better grammatical form.

The enclosed substitute specification is presented herein in both marked-up and clean versions.

STATEMENT

The undersigned, an agent registered to practice before the Office, hereby states that the enclosed substitute specification includes the same changes as are indicated in the marked-up copy of the original specification. It does not contain new subject matter.

Respectfully submitted,



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Claims

1-10 Canceled

11. (New) A device for determining a tendency to tilt about a longitudinal axis and a tendency to turn about a vertical axis of a vehicle, using a detection system comprising:
 - a lateral acceleration sensor producing a lateral acceleration signal;
 - a yaw rate sensor producing a yaw rate signal;
 - a steering angle sensor producing a steering angle signal;
 - wheel speed sensors producing rotation signals of respective wheels; and
 - a controller which, in response to a steering angle, a steering velocity and a vehicle speed, determines a tendency to tilt about a longitudinal axis of the vehicle and in response to the lateral acceleration sensor, the yaw rate sensor, the steering angle sensor and the wheel speed sensors determines a tendency to turn about a vertical axis of a vehicle, and the controller generates a triggering signal for at least one passenger protection device depending on the extent of these tendencies.
12. (New) A device according to claim 11, wherein the triggering signal is allocated to the passenger protection device depending on a driving situation, so that a definition of a position of the passenger protection device being actuated in the vehicle takes place depending at least one of a rollover or turning tendency of the vehicle in space.
13. (New) A device according to claim 12, wherein the extent of the tendency to tilt or the tendency to turn is evaluated based on at least one of the quantities of steering wheel angle, steering velocity, vehicle speed, lateral acceleration, longitudinal

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acceleration.

14. (New) A device according to claim 11, wherein at least one threshold value of the triggering signal is varied.
15. (New) A device according to claim 14, wherein at least a lag of release is varied as a threshold value.
16. (New) A device according to claim 11, wherein a service life of the passenger protection device is modified depending on the driving situation.
17. (New) A device according to claim 11, wherein the passenger protection device is an airbag.
18. (New) A device according to claim 11, wherein the passenger protection device is a reversible belt pre-tensioning system.
19. (New) A device according to claim 18, wherein the triggering signal for the reversible belt pre-tensioning system is allocated depending on the driving situation, so that a definition of a position of the pre-tensioning system being actuated in the vehicle or the point of time of release takes place depending on the rollover or turning tendency of the vehicle in space.
20. (New) A device according to claim 19, wherein the point of time of release of the belt pre-tensioning system being actuated occurs according to an ARP-intervention so that the ARP-intervention and the belt pre-tensioning system are activated simultaneously.